BOLT ON vs SUPERCHARGED COMPARISON

SUPERCHARGER BOOST PRESSURE COMPARISON*

***(8 PSI Centrifugal Supercharger Test* - Super Ford Magazine)**

RPM	PAXTON	PROCHARGER	VORTECH	POWERDYNE	KENNE BELL
2000	----	----	----	----	***All Kenne Bell 8 psi kits produce near full boost rating +/- .5 psi through the entire 2000-6000 rpm range. No boost or power drop off at higher rpm either. Your engine will make more torque and horsepower if it has more boost. No rocket science here!***
2500	2.0	1.9	1.7	1.9	
3000	2.7	2.7	2.3	2.7	
3500	3.7	3.7	3.1	3.7	
4000	4.6	4.6	4.0	4.6	
4500	5.7	5.8	5.2	5.8	
5000	6.6	6.9	6.2	6.9	
5500	6.4	6.8	6.8	6.8	
6000	4.8	7.6	7.4	7.6	8.5

*Super Ford Magazine dyno test comparison of all the 5.0 centrifugal superchargers. **"Blown Power"**

Are all centrifugals the same? Read what Super Ford said: ***"As testing progressed, each successive dyno pull looked like a back up run of the previous pull. Blowing through the stock intake, each dyno pull produced the same power numbers, no matter which centrifugal blower was installed".***

BOLT ON PARTS vs. SUPERCHARGER - There is no way bolt on parts can deliver the horsepower and torque of a supercharger for the same money - NO WAY! Let us take a look. Mustang Monthly Magazine did an excellent informative part by part bolt on horsepower test on Steeda's Dynojet rear wheel dyno titled "How to Bolt On 70HP." The baseline was a stock '94 Cobra owned by Jason Dobbs, son of Magazines publisher Larry Dobbs. The Cobra is unquestionably an ideal vehicle as it its already equipped with excellent factory performance parts. In stock form it tested at peak 211.6HP (horsepower)/263.4TQ (foot lbs. torque). We've listed their modifications and HP increases below which total 67.4HP raising the engine output to 279HP, but only after "Steeda tweaked the fuel pressure and played with the fuel and spark curves." Just bolting on the parts was 252HP. See HP and Torque dyno tests. Note: If we tweak our 6 psi kit with a chip (20HP) and an 8 psi pulley, we'd add 40HP to the 279 (279+20=299).

HP*	BOLT-ONS
8.3	K&N filter (with stock silencer removed)
1.0	Steeda chip
7.3	Underdrive pullies
20.0	Ford SVO GT40 aluminum heads (ported, polished & milled .070"), ported & polished lower intake manifold, Ford SVO shortie headers
3.3	Extrude honed upper intake and matched ports
0.0	65mm throttle body
18.5	ProM77 mass air meter
9.0	Mor-Flow 2-1/2" cats and H-pipe, Flowmaster dual exhaust, thermostat
67.4	Total "peak" HP increase with all the above parts and modifications
+211.6	Stock "peak" HP '94 Cobra
279.0	Total "peaks" horsepower
252.0	Without tuning

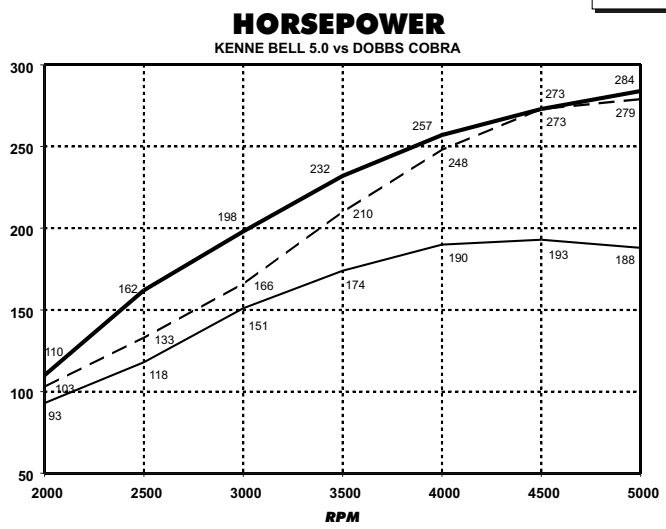
**All HP data taken directly from tests printed in "How to Bolt on 70HP."*

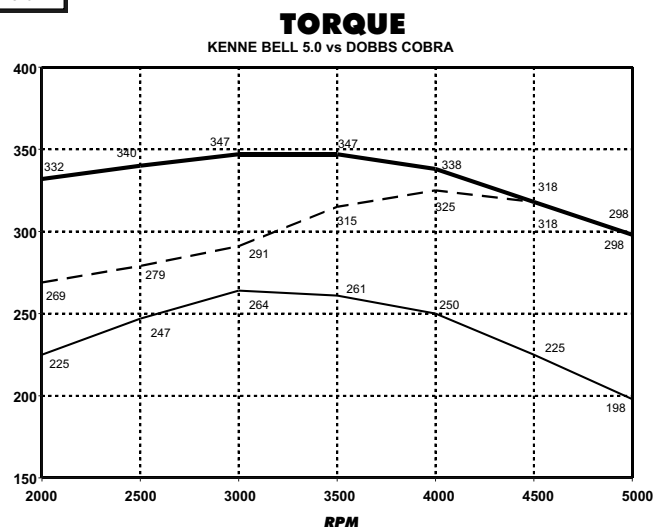
The cost of the parts and labor was relatively high at $4333 for only 67.4 peak HP. Compare this to the cost of a $3049 Kenne Bell Supercharger ($2699 + $350 labor = $3049 installed) - and don't overlook all that extra torque the supercharger develops in the low and mid range that the naturally aspirated Dobbs engine does not. The Dobbs Cobra 5.0 will feel as healthy as the supercharged Kenne Bell - but not until 4500 rpm and even then - not for long.

	KENNE BELL	DOBBS	STOCK 5.0
PEAK HP	284	279	193
AVG. HP	216	201	158

NOTE: All data is rear wheel HP & Torque. Divide numbers by .8 to get engine output.

	KENNE BELL	DOBBS	STOCK 5.0
PEAK TQ	347	325	264
AVG. TQ	331	299	238





Here, both the Dobbs and Kenne Bell develop about the same "peak" HP and Torque between 4500 and 5000 but note all the additional HP and Torque the Kenne Bell offers between 2000 and 4500 where the vast majority of driving, towing, passing and acceleration time is spent.